









The same manner as a Bill reported on by a Special Committee. This Bill, it has been considered by the Standing Law Committee, which has had no less than eight sittings to consider it. It has been reported by the chairman of the Standing Law Committee that at such meetings the Bill was considered clause by clause in the presence of all the members of such Standing Law Committee, and that in the opinion of such Standing Law Committee such Bill may be dealt with by the Council in the same manner as a Bill reported on by a committee of the whole Council. Therefore, unless any honorable member has any objection, I would propose that the Bill be dealt with as a Bill reported on by a committee of the whole Council, and I move that the amendments suggested by the committee be adopted.

The Colonial Secretary seconded.

The Hon. T. H. Whildend—May I ask if the suggestions from the Chamber of Commerce have been embodied?

The Acting Attorney-General—Some of them have been embodied but not all. I can assure the honorable member that all the suggestions of the Chamber of Commerce were very carefully considered indeed.

The motion was carried.

The Bill was then passed through committee clause by clause. The Council resumed and adjourned till Thursday next.

#### FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council meeting, the Colonial Secretary presiding.

The Chairman—have only one financial minute to bring before the Committee to-day, and that is one in which the Governor recommends the Council to vote a sum of four thousand dollars in aid of the vote "Maintenance of Buildings." With regard to that increase the honorable the Director of Public Works reports that "extensive works of renewal at Government House have rendered the increase necessary. The total amount of the vote is \$30,000, and of this \$16,000 has been spent on Government House. It is obvious that a vote intended to cover the maintenance of buildings numbering about 165 in all could not bear so large a vote in respect of one building. I estimate that a further sum of \$1,000 will be required to defray the charges incurred in the vote, and I therefore request that a supplemental vote for that sum be obtained. I may add that I expect there will be a corresponding saving under miscellaneous works."

The vote was agreed to.

#### FOOTBALL.

##### HONGKONG FOOTBALL CLUB v. THE NAVY.

This game took place yesterday afternoon in the presence of a considerable number of spectators and resulted in a substantial victory for the Club by three goals to one try. Captain Waymouth, R. E. officiated as Umpire and gave general satisfaction in his rulings. The competing teams were as follows—

##### HONGKONG FOOTBALL CLUB.

Back.  
R. G. Thomson, R. A.  
Three-quarter Backs.  
M. L. Wilkinson, R. A., H. Hall, A. Beattie.  
Half-backs.  
H. Hancock.  
Forwards.  
A. Williamson, A. J. Stevens, R. E.  
K. Vyvyan, R. W. F., H. Morrell, J. McMurtree, E. E. Deacon, H. Hall, W. Loring, R. A., R. A. R. A., R. N.  
Castle, R. A.

##### THE NAVY.

The Navy kicked off but the ball was soon back in their territory, where indeed it remained during the greater part of the game. Soon, however, the sailors got a free kick for an offside but nothing resulted, and a succession of scrummages took the ball over their line. The Navy, however, by touching down smartly. Soon after the ball was again in play the Club got a free kick on an offside but McMurtree failed in an attempt for goal, the distance being almost prohibitive. Some good passing by the Club's three-quarter backs brought the ball into the vicinity of goal and here another offside was given, Castle making a shot for goal but failing in his attempt. Boothby then got a good dribble up the field but finished up in front of the Club's goal. A couple of scrummages and some loose kicking ensued and then the Navy made a good attempt with some capital passing by their three-quarter backs. However they were over-weighted, the Club's tackling proving too much for them and they had to touch down again in self defence. Soon after this the oval was driven into the middle field and smartly taken from scrum by McMurtree, touched down and converted. Half time was then called and during the second half of the game the Navy was pressed as in the first. Both Dix and Tomkinson made capital runs, whilst Izard did the same for the Club. Still the ball was mostly in the visitors' half of the field and a dodgy run by Vyvyan was converted into a neat goal by McMurtree. Just before time was called, Williamson got another try, also turned into a goal by McMurtree and at the close of the game the score stood: Club, three goals (15 points); Navy, one try (3 points).

##### PRESENTATION TO MR. WANG.

It is a well-known fact that there is not any society in the world so ready and so quick to recognise a beneficent and enlightened government as a mercantile community. A case in point occurred a day or two ago in the native city, says the *N. C. D. News* of 27th ultimo, the occasion being the presentation of the usual "Myriad-names" Umbrella, and congratulatory and adulatory tributes to Mr. Wang, the lately retired district magistrate of Shanghai, by a numerous and representative body of native merchants and compradors of the principal foreign firms, residing within the limits of the Foreign Settlements. The occasion was very unusual, for Chinese merchants and compradors of foreign firms in the Settlements rarely combine to present such tokens of respect and admiration to a district magistrate of Shanghai who concerns himself usually in purely native matters, while merchants and compradors come principally under the jurisdiction of the "Taotai" and Mixed Court magistrates of the cosmopolitan and French Settlements. A Shanghai magistrate has been wont, therefore, to come or go unheeded by those residing in the Settlements. Mr. Wang, came, a few months ago, to Hong Kong, and his presence was a great interest in the public welfare of all within the Shanghai district and entering with zeal into all public works, etc., when appealed to for help or convenience by Chinese merchants and gentry. In this connection he willingly consented to act as the Chinese honorary

President of a hospital to be erected under the auspices of German and Chinese merchants in this part, and the erection of a School of Industry or Reformatory for youthful loafers, whose want of parental restraint was fast turning them into rowdies or worse. The enlightened view he took of the proposed Settlement Extension, and the part undertaken by him during the delimitation of the boundaries doubtless hastened not a little the early completion of this important work. Unfortunately his one year's term of acting office had expired and another had already been appointed before steps were taken by several high consular officials and the principal Chinese merchants and compradors to retain Mr. Wang for another year, at least. But the Chinese mercantile community here was determined to show their appreciation of such an enlightened and liberal official, and this led to the presentation.

#### COREA.

##### SEOUL, November 9th.

HIS COREAN WESTY  
has been out of the city a number of times of late worshipping the spirits of his distinguished ancestors. At six in the morning the procession moved from the Palace, and passed through the East Gate to the tombs of the king. It costs \$25,000 to perform the ceremony to the satisfaction of his Majesty. But it is worth it, for it leaves the Palace free from bad devils, prevents assassination, and permits of grateful, comforting sleep. The eunuchs too were out in full force, every mother's son of them, of old and young. Korea to-day is richly supplied with this particular species of humanity. They seem to develop by a sort of spontaneous combustion, from no one knows where. They lost their innings from October 1894 till February 1896 and it was thought that they had gone, not to return, but the Emperor has since declared in their favour and they and the palace-maidens are once more at the bat. Under their administration, the revenue is largely raised by lotteries and the sale of office. As a result, an increasing number of pawn-shops ornament the city. Doors to offices stand wide open, with a ticket agent at each. There is no question as to a man's fitness. If he can but raise the hand of Artemus Ward used to have placarded over his show entrance "you can't expect to go in without paying, but you may pay without going in," so it is in Korea to the door of the official show. It costs \$20 to enlist as a soldier, \$25 to get into the police force, \$1,000 to be made a lieutenant in the army and \$7,000 for the office of Minister of Justice. Other offices vary, in accordance with the possibility of squeeze attached to them. The party purchasing the office, too, is left uncertain as to how long he will be permitted to hold it. It not only requires ready money with which to secure entrance, but a constant supply is needed to keep one in the seat.

THE SHIP WITHOUT A PILOT.  
Legendre and Greathouse are dead and Korea is without a foreign adviser. The power of these two combined has not proved sufficient to lead Korea along a safe and encouraging pathway. Now they both are no more and the Emperor is happy. We know that whatever sensible advice they ventured to give him was rather an annoyance than otherwise. To-day all is peace with his soul. He dreams not that 8,000,000 of downtrodden subjects are eyeing him with bleared, ugly looks, fools he thinks them to be, and probably he is right. The hand plays at night and bottles of champagne pop hilariously. There are besides, however, many ominous sounds that perhaps the Emperor hears not. Why should he hear? His ancestral spirits are propitiated, *fungshis* is favourable, the "eight characters" are benignant, his stars shine down upon him, just where they ought to be; amen and amen.—*N. C. D. News* Cor.

#### NEWCHWANG.

##### November 13th.

are progressing very favourably, more especially the Russian Railway, better known as the "Eastern Chinese Railway." Mr. Guirshmann, the engineer of the southern division, left per s. *Pauling* for Chien and Port Arthur and in a few days will return with Mr. S. J. Kerbedy, the President. The Russians have over 3,000 men of good and expert troops in the region, in fact they have marked out a certain part with the intention of having a branch line through, or just outside of the British Settlement. Land that was bought by a few poor Britishers has risen from Ts. 18 a *mu* to Ts. 1,000—and before long it will touch a few thousand taels. Ground in the native city that cost Ts. 500 a *mu* a few years ago, cannot be bought for Ts. 12,000.

RUSSIANS AS PROPERTY OWNERS.  
There are a few Russians, also a British broker, who some little time back started with the intention of buying every bit of British-owned property, but this resulted in a few more purchases which rather upset their idea. In fact some of these brokers had the intention of buying out Messrs. Butterfield and Swire's property, and also lots owned by Messrs. Bush Brothers, but when the latter firm informed the native broker that the price for their property was Ts. 600,000, the reply was: "I thought land was cheap." It will take years before Tallien-ware will be of use, for as we all know it takes time to build up a place, and the Chinese have no wish to pick up their traps and walk. Our Russian friends will not abandon the Settlement, and when there were enquiries from the Russian Government for the property owned by the French Mission, Mr. McCaslin, Agent of the A. T. Co., quietly brought this for Ts. 30,000 and he will not sell at any price, the result being that the Russian Consul had to rent one of Mr. Lister's houses, the Russian government paying for additional buildings. No doubt our Russian friends had the idea, and still are under the impression: "Oh we will buy these chaps out, and then we shall have the say."

A RUSSIAN COMMISSIONER.  
If I am allowed to pass an opinion I feel sure that on the opening of the property we shall see a Russian Commissioner up to succeed Mr. Bovra, who now holds that position. From hearsay Mr. Bovra has the name for being a first-class man and may remain as Commissioner, but I do not mind making a sporting bet that a Russian Commissioner will come.—*N. C. D. News* Cor.

#### THE PLAGUE AT KOBE.

NO FURTHER CASE.  
Kobe, 24th November.  
The suspected case reported in yesterday's issue, where the maid-servant at a war refinery was attacked by suspicious symptoms, has not yet been positively decided to be plague. We are glad to say that no further cases have been reported either on shore or on the vessels arriving at Kobe. On Wednesday the largest block isolated at Fukui, comprising 105 houses with a population of 495, which was regarded as a dangerous outbreak, was released, all danger of further cases occurring being considered at an end. Before another week is over, we hope that Kobe will be declared quite free of plague.

It is not surprising to learn that the outbreak of plague has had a effect upon trade in Kobe.

The *Asahi* takes a very gloomy view. The warehousing business, says our contemporary, which was improving as the activity of foreign trade began to be restored, has suffered a serious reverse. The new cotton which has filled the godowns and sheds of the Piar Company has fallen off to about 1,000 bales, and a similar effect is observed at the "Boyei" and Tokyo Warehousing Companies and the Sumitomo Warehouse, a large quantity of goods being taken delivery of with small entries. This is attributed to a fear on the part of the owners of the goods that the godowns may be included in the isolated areas. In the shed Nos. 1, 2 and 3 on the premises of the middle Customs-house (American *halofa*), only goods which will suffer no damage from disinfection now remain. All other goods have been taken delivery of, and the sheds are almost empty. The prohibition of the import and export of rags will affect the paper manufacturing business, and indeed many of the smaller mills are already complaining of the lack of raw material.

The steamers of the Nippon Yusen Kaisha and Osaka Shosen Kaisha, which are running to the inland seaports, especially in the south-west districts, will not escape loss, as rags form the principal part of their cargo. A remarkable advance is noticed in the price of lime and carbolic acid. The latter, which was quoted at between 44 and 45 *sen* before the outbreak of plague, is now over 80 *sen* per pound at a pound; some shops are known to be selling it at one yen. It may also be noted that new drug-shops have appeared for selling disinfectants. Lime, which was quoted at about 27 *sen* per bag, has now risen to over 50 *sen*. As the stock of both articles is said to be plentiful, it is probable no further rise will take place. The import trade is also affected. As the coolies working cargo on board have to undergo disinfection at fixed times before going to work, great delay in the loading and discharging of cargo is experienced. Foreign goods are likely, it is feared, to avoid calling at Kobe as much as possible. No new cases have been reported in Osaka.

Owing to the outbreak of plague at Osaka, Governor Kikuchi issued an Order on the 22nd prohibiting the exportation from the city of rags, cotton, leather and feathers, waste paper, and second-hand clothes until further notice. Contravention of this notice will be followed by a fine of from Yen 2 to Yen 10. An Order has also been issued that all people going out from the city of Osaka by boat or train shall be subjected to medical inspection at the various railway stations and landing stages in the city. About 400 of the 100 required for the work now having been obtained by the authorities of Osaka, the house-to-house inspection was commenced yesterday. The cleansing of the streets and premises was to be started simultaneously in the four districts of the city, and it is proposed to complete the work in five days.

In Kyoto people are busily engaged destroying cats as well as rats, arguing with considerable force that plague might very easily be communicated to human beings by a cat which had caught a diseased rat. Out of consideration for family pets, however, the Kyoto people might as well wait until the plague actually appears in their midst before taking such drastic measures.

The *Japan Times* says that a scene narrowly approaching a panic occurred at Shimabashi Station on Tuesday afternoon, when a man about 30 years old, "with ashen face and trembling limbs," came tottering up the platform declaring he was suffering from plague. It eventually turned out, however, that the man was only suffering from a slight catarrh of the stomach. The man, it appeared, had come from Kyushu, via Hiroshima and Kobe, and had been subjected to so many medical examinations *en route* that he had finally become convinced that he was suffering from the dread disease.—*Chronicle*.

#### JAPANESE IMPERIAL DIET.

THE IMPERIAL MESSAGE.  
His Majesty the Emperor visited the House of Peers yesterday morning, leaving the Imperial Palace at 10.30 a.m., and formally opened the Diet. The following was, according to the *Asahi*, the words of the Imperial Message:—

"In performing the ceremony of opening the Diet, we announce to the members of the House of Peers and of the House of Representatives that we are pleased to see that the work of the Revision of the Treaties has been accomplished and that the intercourse with the Treaty Powers has become closer and more cordial than ever. We hope our good and loyal subjects will co-operate together and gather the fruits of this advance in the history of the nation."

"We have directed the Ministers of State to submit to the Diet the Budget for the 33rd fiscal year and the projects of laws necessary for the administration of State affairs. You are requested to carefully consider the national wants and discharge your duty in compliance with our desire."—*Kobe Chronicle*.

#### THE EMPEROR OF JAPAN AND THE MANOEUVRES.

The most absorbing topic of conversation among the soldiers who took part in the late military manoeuvres in Tochigi prefecture, says a report, was an episode—one of the many episodes of the kind that have taken place from time to time—illustrating the personality of His Majesty the Emperor as an ideal ruler, but more especially as a military disciplinarian of the highest type, who when on the field never feigns dignity and self-importance. Shortly after eight o'clock on the morning of the 17th, so goes the story, the Emperor was watching from an elevated point the movements of the contending armies, between whom the engagement was growing momentarily hotter and hotter. They were on the point of closing upon each other, and the psychological moment was at hand, when the vanguard of the attacking force came advancing upon the place where His Majesty was standing, making it necessary for the Emperor to move aside. No sooner was the situation grasped than His Majesty was seen to jump down the elevation, at the foot of which ran a brook, and, quick as thought, to gain the top of the opposite embankment. What took the breath out of the attending officers was the alacrity with which His Majesty gave way to his soldiers, only to regain a post of vantage from whence he could command the whole view of the manoeuvre, now reaching the grand climax, without losing a single moment. Another incident was when the Emperor was present at the office of the officers who presented their reports on the engagements after the manoeuvre was over. His Majesty had been on his feet from the early morning that day, and full five hours had elapsed before the technical explanations, orally submitted by the representatives of both armies, were over. At that time the Emperor never for a moment showed any sign of fatigue, maintaining his erect and most attentive attitude from the beginning to the end, while the members of his suite all felt that their legs were going through a slow process of petrification. That, however, affected the soldiers' most was, they say, the fact of His Majesty sharing the same cold rations of the rank and file while on the field.—*Kobe Chronicle*.

## NOT AND A.

### CALENDAR.

DECEMBER.  
Meteorological means based on fifteen years' observations to 1895.  
Barometer.....30.181  
Thermometer.....62.4  
Humidity.....64  
Rainfall.....0.985

TO-DAY.  
WEATHER REPORT.  
On date at 4 p.m.  
Barometer.....30.31  
Temperature.....63  
Humidity.....38  
Rainfall.....41

TO-DAY.  
Friday, 1st December, 1899.  
Chinese—29th of 10th moon of 25th year of Kwang-shi.  
Sun—Rises.....6hr. 25min.  
Sets.....5hr. 30min.  
High water—Morning.....8hr. 0min.  
Afternoon.....7hr. 40min.  
Low water—Morning.....1hr. 30min.  
Afternoon.....1hr. 30min.

ANNIVERSARIES.  
1840—Admiral Elliot returned to England.  
1841—Yikling despatched to recover Chinhai at any cost.  
1844—Princess of Wales born.  
1879—Attempted assassination of the Czar.  
1885—The *Northern Post*, daily paper, started at Tientsin.  
1890—Introduction of the electric light in Hongkong.  
1893—German ship *Schliemann* wrecked on Vries Island, near Yokohama.  
1894—Public Gardens on French Concession, Canton, formally opened by M. Imbault.  
1897—Sir Henry Arthur Blake, K.C.M.G., F.R.C.S., appointed Governor of Hongkong.  
1898—Government grants £10,000 in aid of West Indian Colonies.

TO-MORROW.  
Saturday, 2nd December, 1899.  
Chinese—30th of 10th moon of 25th year of Kwang-shi.  
Sun—Rises.....6hr. 25min.  
Sets.....5hr. 30min.  
High water—Morning.....8hr. 0min.  
Afternoon.....7hr. 40min.  
Low water—Morning.....1hr. 30min.  
Afternoon.....1hr. 30min.

ANNIVERSARIES.  
1552—St. Francis Xavier died at Sanchuan.  
1805—Battle of Austerlitz.  
1849—Queen Adelaide died.  
1852—Louis Napoleon created Emperor of France.  
1875—Return of Governor Sir Arthur Kennedy to Hongkong from England.  
1896—Dr. Jameson released on account of ill health.  
1898—Six patients burnt to death at Leprosy Hospital at Tokio.

### AGENDA.

TO-DAY.  
8.30 for 9 p.m.—Meeting of the Zetland Lodge.

TO-MORROW.  
First Race for Commodore's Cup, in connection with Royal Hongkong Yacht Club.  
4 p.m.—Football—H.K.C. versus H.M.S. *Harlequin*.  
4.15 p.m.—Football. Engineers' Institute v. R.E. Recreation Club at Causeway Bay.  
11 a.m.—Cricket—H.K.C.C. v. Navy on Cricket Ground.  
11 a.m.—Auction sale of damaged goods ex *Aurion* at Hongkong and Kowloon Godowns, Kowloon.  
9 p.m.—Boxing tournament at the City Hall.

SUNDAY 3rd.  
Royal Hongkong Yacht Club—Club Race No. 3 Course No. 18.  
N. L. H. A. steamer *Ramberg* leaves for Havre and Hamburg.

MONDAY, 4th.  
Adjourned inquest on late Private Jones and Jordan at the Magistrate's.  
About 4 p.m.—Polo Match (Gillies Cup) Whitehead v. Loring at Causeway Bay.  
9 a.m.—Performance by Madame Konorah at City Hall.

TUESDAY, 5th.  
Bazaar in aid of the Aisle de la Ste Enfance, at the City Hall.  
4 p.m.—Cargo ex s.s. *Sacotra* subject to rent.

WEDNESDAY, 6th.  
Inquest on late Sergt. Healy, R.A. at the Magistrate's.  
Cargo ex *Hongkong Maru* subject to rent.  
Trial of *Lampas* pirates at Magistrate's.  
9 p.m.—Performance by Madame Konorah at City Hall.

THURSDAY, 7th.  
Sale by Auction by G. P. Lanmet of Lease of Inland Lot No. 1.  
9 p.m.—Performance by Madame Konorah at City Hall.  
Cargo ex *Prins Heinrich* subject to rent.

FRIDAY, 8th.  
4 p.m.—E. & A. S. Co's steamer *Australian* leaves for Sydney and Melbourne.  
About 4 p.m.—Polo Match (Gillies Cup) Walwyn v. Winner of No. 2.

### SHIPPING AND MAIL NEWS.

MAILS DUE.  
Canadian (*Empress of Japan*) to-morrow.  
French (*Ernest Simons*) 3rd prox.  
Indian (*Ararat*) 4th prox.  
Australian (*Arctic*) 7th prox.  
American (*China*) 9th prox.  
Australian (*Taiyuan*) 13th prox.

The N. P. S. S. Co's steamer *Breconshire* arrived at Tacoma from Japan and Hongkong on the 29th ultimo also that this Company's s.s. *City of Dublin* sailed from Tacoma for Japan and Hongkong on the 26th ultimo.

HONGKONG AND WHAMPOA DOCK RETURNS.  
*Isla de Cuba*.....at Kowloon Dock.  
*Isla de Luzon*....." "  
*Sinla*....." "  
*H.I.G.M.S. Heriot*....." "  
*Rohilla*....." "  
*Italian*....." "  
*H.M.S. Whiting*....." "  
*U.S. Iris*....." "  
*Progress*....." "  
*Hailing*....." "  
*Yavon*....." "  
*D. Juan d'Austria*.....Cosmopolitan  
*Bygdo*....." "

### Shipping.

Arrivals.  
ANNAN, French steamer, 2238, Le Colapellier, Dec. 1st, Shanghai, 23rd Nov. Mails and General—Messageries Maritimes.

MALACCA, British steamer, 2615, E. G. Andrews, 1st Dec.—Yokohama 15th Nov. General—P. & O. S. N. Co.  
HAINAN, British steamer, 636, A. E. Hodgins, 1st Dec.—Tamsui 27th Nov. Amoy 28th, and Swatow 30th, General—Douglas, Lapraik & Co.  
TAMSUI MARU, Japanese steamer, 1,037, K. Sobajima, 1st Dec.—Swatow 30th Nov. General—Mitsui Bussan Kaisha.  
CHOWTAI, British steamer, 1,115, J. A. Morris, 1st Dec.—Bangkok and Koh-si-chang 23rd Dec, Rice and General—Yuen Fat Hong.  
BRNALDER, British steamer, 1,959, J. D. Sarche, 1st Dec.—Singapore 22nd Nov. General—Jardine, Matheson & Co.  
CHWNSHAN, British steamer, 1,281, J. F. Messer, 1st Dec.—Bangkok and Koh-si-chang 22nd Nov. General—Bradley & Co.

HAILAN, French steamer, 377, W. Bast, 1st Dec.—Fakhoi and Hollow 30th Nov. General—A. R. Marty.

TAIWAN, British steamer, 1,106, Herder, 1st Dec.—Chinkiang 27th Nov. General—Butterfield & Swire.

TAMSANG, British steamer, 1,544, W. E. Saver, 1st Dec.—Shanghai 27th Nov. and Swatow 30th, General—Jardine, Matheson & Co.  
DIOMED, British steamer, 3,005, Goodwin, 1st Dec.—Singapore 24th Nov. General—Butterfield & Swire.  
KATSUYAMA MARU, Japanese steamer, 1,096, H. Yamada, 1st Dec.—Chefoo 28th Nov. General—Order.  
HONGKONG, French steamer, 739, Bastian, 1st Dec.—Haiphong 29th Nov. Rice—A. R. Marty.

### Clearances at the Harbour Office.

*Kongnam*, British str., for Canton.  
*Daphne*, German str., for Nagasaki.  
*Sanki Maru*, Japanese str., for Singapore.  
*Wuchow*, British str., for Wuchow.  
*Santa*, German str., for Kioochow.  
*Taiyuan*, British str., for Canton.  
*Kwai Lum*, British steam-launch, for Macao.  
*Leongmoon*, German str., for Swatow.

### Departures.

(Dec. 1, *Prins Heinrich*, German steamer, for Shanghai.  
Dec. 1, *Sandakan*, British str., for Sandakan.  
Dec. 1, *Formosa*, British str., for Swatow.  
Dec. 1, *Amber*, German str., for Shanghai.  
Dec. 1, *Lothair*, Italian bark, for Callao.  
Dec. 1, *Sullberg*, German str., for Canton.  
Dec. 1, *Sanki Maru*, Japanese str., for Singapore.

### Passengers—Arrived.

*Per Chowtai*, from Bangkok, &c.—100 Chinese.  
*Per Hainan*, from Coast Ports—Dr. Maxwell, and 13 Chinese.  
*Per Benader*, from Singapore—Messrs. Baker and Wilson, and 650 Chinese.  
*Per Tamsui Maru*, from Swatow—Mr. and Mrs. Castro, Mr. Edward, 148 Chinese, and 9 Chinese.  
*Per Malacca*, from Yokohama—Mr. and Mrs. Ranken, Mr. and Mrs. Lewis, Right-Rev. Bishop of Victoria, Capt. Cope, Misses Lowe, Calder and Russell.  
*Per Annam*, for Hongkong from Shanghai—Messrs. Persins, R. T. Guernier, H. Teuda, S. G. Herwall, Malhera and servant, Mr. and Mrs. Russell, Messrs. C. Engelbrukt, Barge, Harrison, Delinante, Oberg, R. P. Fato, Aleade, Antoine, Moindmy, Jids, Pismay, Dimithio, G. Eselin, Dr. Howton, Mrs. G. U. Allemao, Mrs. Goldstein, Mr. Hamilton, 1 Chinese and 1 amah. From Yokohama—Mr. G. Savouret and servant, and Mr. Boisandary. From Kobe—Mr. P. Revenga. From Nagasaki—Messrs. J. Pantuck and L. Joseph. From Saigon from Shanghai—Mr. J. Fera and servant. For Singapore from Shanghai—Mr. Werth, Mr. J. Walker, Mr. J. Walker, Mr. and Mrs. Lee Seck Loon and 2 children, Mrs. B. Blum, Mr. Le Niess, Mr. A. Davis, Dr. and Mrs. Patosky and son, Mr. F. Alexiof, and 5 Chinese. For Colombo from Shanghai—Mr. and Mrs. Webb and 3 children. For Bombay from Yokohama—Miss Wakeham. From Kobe Mr. Telumol Billunol. From Shanghai—Mr. Zackaroff. For Port Said from Yokohama—Mr. Abink Odin. From Nagasaki—Mr. Koudoroff. For Marseilles from Shanghai—Mrs. Interland and child, Mrs. Puthod and child, Mr. F. Antow, Mr. Jaho, Mrs. Boisser, Messrs. Butler, L. Beale Foster, Mrs. Rumpel, Mr. A. V. Dea, Mr. and Mrs. C. Chambers and amah. From Yokohama—Messrs. H. Mercki Woog, Watanabe, Masaki, Osuku and Kisuda. From Kobe—Messrs. Agui, Shimidzu and T. Blow. From Nagasaki—Messrs. V. de Lakowski, Vicent, L. Gibe, Belmoff, Mr. and Mrs. Tissot. From Shanghai—Mr. Thevenet.

*Per Taiwan*, from Chinkiang—8 Chinese.  
*Per Diomed*, from Singapore—250 Naval and Military, reliefs under Lieut. Douglass.  
*Per Hongkong*, from Haiphong—R.P.S. Paiga, R.P.P. Soriano, Mr. and Mrs. Philipps.  
*Per Tamsui*, from Shanghai, &c.—Messrs. Stuart William, Perkins, H. and R. Slaw Beyan, and 53 Chinese.

Departed.  
*Per Prinz Heinrich*, for Shanghai from Hamburg—Mr. F. Keppeler. From Southampton—Mr. and Mrs. F. A. Ballard and children, Mrs. A. M. Slade and children, Messrs. L. Potter, E. Miller, S. Keighley, S. Cranston, Mr. and Mrs. Lawrence, Dr. and Mrs. Fowler, Mr. and Mrs. Reid, Mr. and Mrs. Duffy and children, Misses Eheston, A. Morrow, Mr. and Mrs. L. A. Byworth, Miss Byworth, Mr. C. R. Maguire, Mr. and Mrs. H. W. Cave and children, Misses F. Rowe, F. Holgate, M. Isbester, Messrs. Cranston and A. Dewar. From Genoa—Mrs. Vogelsang, Mr. Schellkorn, Miss K. Ali, H. Heiss, Mr. and Mrs. R. Lemcke, Mr. H. Amhold, Dr. Mall, Messrs. C. H. Dykhorst, D. Buse, A. Gresson, Ladick, W. Vunshoff, Mr. and Mrs. F. Vogt, Miss Beschmidt, and Rev. and Mrs. A. H. Sharnan. From Amoy—Mr. and Mrs. Gaston. From Naples—Mr. and Mrs. F. Trolly, and Mr. A. Astrup, Jr. For Yokohama from Southampton—Messrs. F. P. Davies and G. E. Shaw. From Genoa—Mr. O. Ramsberger. From Naples—Mr. and Mrs. W. S. Goodfellow. From Hamburg—Mr. Fischer. For Hioigo from Hamburg—Mr. G. Blumer. From Genoa—Mr. E. Kestennacher. For Nagasaki from Penang—1 Japanese. From Singapore—2 Japanese. From Hongkong for Shanghai—Mr. Peters and Mr. Brown. For Nagasaki—Mr. and Mrs. Dathan and children, Messrs. S. B. Gower, Pirsch, and a Chinese. For Hioigo—2 Chinese. For Yokohama—Chinese.  
*Per Sandakan*, for Sandakan—Mr. H. Glyde, 1 Japanese, 5 Malays, and 21 Chinese. For Kudat—4 Chinese.  
*Per Esmeralda*, for Manila—Mr. Brodrick, Mrs. Higley and child, Mrs. Noyes, Miss Holcomb, Mrs. O'Shea, Mrs. Gustin, Mrs. J. W. Richardson, Mrs. Humphreys, Mrs. and Miss Rego, Mrs. G. N. Wolfe, Mrs. Keathley and 2 children, Mrs. Orwig and 3 children, Mrs. Tompkins and 3 children, Messrs. Dunbar, Passano, C. J. Malmsted and J. Golden, and 3 Chinese.

### THE GLORY OF MAN.

The crown and glory of manhood is strength—power. All human conquests have been won by it; individual and collective. The earliest sign of decay in man is not usually pain, but weakness of some kind—of mind or body, or both. This may be the inevitable sequence of advanced years, or it may, as we all know, show itself at any period of life. But I believe that the source of strength and power is the loosening of the water in a river means a drying up of the springs and streams which feed it. I said "loosening" of strength, using the plural word. I should have said "a loosening" of strength, for in human beings there is but one. What is it? Perhaps the experience of Mr. David Jones will help us to an answer.

"In the summer of 1881," he says, "I began to feel ill and out of order. I was weak and nervous, and quite worn out with little exertion. I had a poor appetite, and after eating had pain and weight at the chest. My secretions were scanty and thick. My back felt stiff, and gave me much pain as I moved about. For three years I suffered like this, being at times better and then worse. I consulted a doctor, who gave me medicine, and recommended Turkish baths; but I got no better for any kind of treatment."

"My brother then told me about Mother Seigel's Curative Syrup, but I had no faith in advertised medicines. He, however, urged me to take it, and after taking a few doses I experienced so much relief that I continued with it, and was soon strong and well again. Since that time I take a dose of this remedy whenever I feel at all unwell, and I am sure I have gained Mother Seigel's Syrup to all my friends, many of whom have tried it and been benefited by it. You can publish this statement as you like. (Signed) David Jones, 1, Dunelm Street, Walton, Liverpool, July 31st, 1895."

We have room for one more short letter before we try to come to the answer to the question with which we set out. It is asked in the same issue of the *Standard* to make the results of our inquiry all the more clear and plain.

"In the spring of 1888," proceeds the writer, "my health began to fail me. I felt languid and heavy, as if something had come over me. I had a bad taste in the mouth, my appetite was poor, and the little food I took gave me pain across the chest and between the shoulders. My food lay like lead on my stomach. I was constantly splitting up a thick phlegm, and when I lay in bed heavy sweats came over me. I felt weaker and weaker, and from time to time was confined to bed. Often I was so bad I could not dress or undress myself."



## Intimations.

## "CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-  
THE VICTORIA DISPENSARY,  
HONGKONG.

1247a]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOID and ULCERATION  
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale.by  
THE PETER SYS COMPANY,(Proprietors and Sole Manufacturers),  
9, Old China Street,  
Shanghai.

12th October, 1898.

[1212]

## PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,  
&c., &c., &c.

Cost Port Orders Executed.

ACHEE &amp; CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

[1239a]

SOCIÉTÉ ANONYME DE TRAVAUX  
DYLE ET BACALAN

Capital: 30,000,000

Head Office: 15, Avenue Matignon, Paris

WORKS IN EUROPE  
at Bordeaux (BACALAN), France  
at Louvain (DYLE), BelgiumRailways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Wheels  
and Axles combined, Permanent Bridges for Railways, Permanent and portable (demon-  
strable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamships,  
Boilers and Steam Engines, Dredgers.

## CONTRACTORS

Constructing and Working

Railways and Tramways

## TUITION IN DANCING.

M. A. HAHN'S DANCING CLASSES  
will re-commence on 1st November.Intending Pupils are requested to apply  
to send Applications Early in order that  
Time and Rooms may be arranged.A. HAHN,  
No. 10, Ice House Street,  
Hongkong, 21st October, 1899. [1239a]F. CAZANOVE,  
BORDEAUX.GOLD MEDALS  
Bordeaux, 1882. Paris, 1889.

## LIQUOR

OF THE REVEREND FATHER

## A. KERMANN.

This ELIXIR is employed with  
success to reduce the FORCES  
of the STOMACH and FACIL-  
ITATES the DIGESTION.

## TONIC WINE

Of the Rev. Father A. KERMANN

MOZA-KINA of Dr. GÖLZ.

CREME DE MANDARINE.

AVELINE ANISETTE SUPERFINE.

Apply to

LAENDLER &amp; Co., Paris.

## MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office: TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENSIN,

NEWCHANG and all Ports in JAPAN.

Agencies:—

Miiki Coal Mines.

Kanda Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsuiji Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Mitsui Bussan Kaisha, Ltd.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kangafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mike Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

Mitsui Bussan Kaisha,

K. HASEGAWA,

Manager.

Hongkong, 19th August, 1899. [124]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

LERS AND WATCHMAKERS.

Sole Agents in the East for the celebrated

CLEMENT, HUMBER and GLADIATOR Co., Ltd.

DUNLOP TYRES' BICYCLES—PRICE...\$100.

A special reliable Watch made for this Climate.

Quality A.....\$16

Quality B.....\$12

40, QUEEN'S ROAD,

Watson's Building.

## ZUEN &amp; KOMOR

JAPANESE FINE ART CURIOS,

21 &amp; 23, QUEEN'S ROAD, HONGKONG,

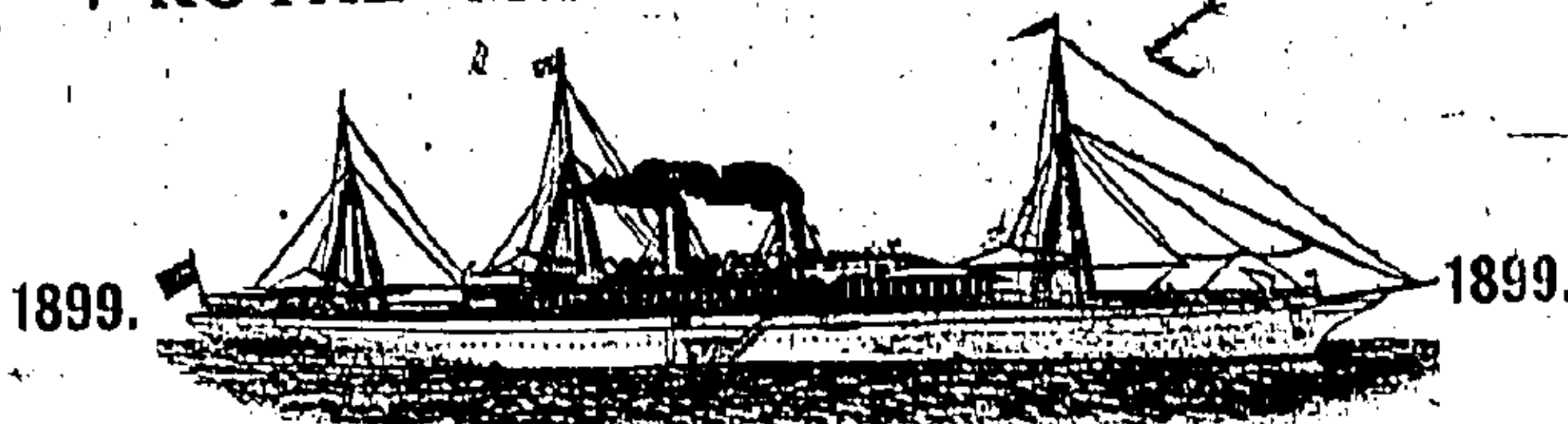
35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 20th Dec., 1899  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 17th Jan., 1900.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 14th Feb., 1900.The magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS  
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made  
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of its MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Folke's Street.

Hongkong, 27th November, 1899.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,  
HONOLULU and SAN FRANCISCO, THE  
UNITED STATES, MEXICO, CENTRAL and  
SOUTH AMERICA, &c.Lady Joyce.....1,394 about Dec. 4  
Strathgyle.....1,502 about Dec. 15  
Carlisle City.....1,502 about Dec. 31

## THE Steamship

"LADY JOYCE,"

will be despatched for SAN DIEGO VIA

NAGASAKI, KOBE, YOKOHAMA and

HONOLULU, on MONDAY, the 4th Dec.,

at Noon.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the OFFICE until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo des-

tined to Points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 29th November, 1899. [1130]

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

## PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Queen Adelaide.....2,832 F. McNair.....Dec. 2

Saint Irene.....1,377 W. Atterton.....Dec. 20

City of Dublin.....1,338 J. R. Rae.....Dec. 30

Westonshire.....1,357 G. E. Elliott Jan. 13

\* Calling at AMOY.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-

GATION COMPANY.

Mounmouthshire.....2,874 W. A. Evans Dec. 23

Aberfeldie.....1,377 J. Murray Jan. 27

THE attention of Passengers is directed to

the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-

bles. DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of

the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Points, and to Canadian and United

States Points.

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Port-

land, Or. (whichever may be the destination of

the steamer).

Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day

previous to sailing.

For further information apply to

DODWELL &amp; CO., LIMITED.

General Agents.

Hongkong, 1st December, 1899. [124]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

## THE Steamship

"CLYDE"

Captain C. T. Denny, R.N.R., carrying Her

Majesty's Mails, will be despatched from this

Office for BOMBAY, &amp;c., on SATURDAY, the 9th

December, at Noon, taking Passengers and

Cargo for the above Ports.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &amp;c., will be conveyed

via Bombay with Transhipment.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 27th November, 1899. [5]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA

AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama and Honolulu).....Saturday, 23rd Dec.,

at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama and Honolulu).....Saturday, 20th Jan.,

1900, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama and Honolulu).....Tuesday, 13th Feb.,

1900, at Noon.

## THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA &amp; HONOLULU,

on SATURDAY, the 23rd December, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to Eng-

land, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and Northern Pacific Railways; also the

CANADIAN PACIFIC RAILWAY on payment of £4

in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and other direct connecting Railways, and from

Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railways, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel

Packages will be received at the Office until 5 P.M.

the day previous to sailing. All Parcel Packages should be

marked to address in full; value of same is

required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to



## IMPERIAL DECREE.

20th November.

## THE LATEST ACT OF PATRIOTISM.

(1) The Grand Secretary Kuan Kung (Manchu), President of the Bureau Compiling the Collected Institutes of the Dynasty, reports that filled with patriotism and loyalty, the compilers have succeeded in economizing expenses and making re-entrancement on the ordinary outlay to the total amount of over Tls. 60,000, which the said compilers desire to return to the Imperial Exchequer in view of the financial difficulties of the Government instead of retaining the money saved for their own benefit. We greatly commend this action of the members of the said Bureau and command that the money saved by them be handed to the Board of Revenue.

## THE TRADE OF CHINA: HOW TO DEVELOP IT.

INTERVIEW WITH MR. C. T. GARDNER, C.M.G.

"Abolish the Ikin, the salt monopoly, remove the prohibition against the export of grain, reform the administration of the country, and open the country to British capital and energy by permitting British subjects to obtain railway and mining concessions, to engage in manufactures, and lease agricultural land in the interior, and then only," said Mr. C. T. Gardner, C.M.G., to a *Pall Mall Gazette* representative, "can we hope for a perfectly satisfactory trade with China."

Few men living have a better right to be heard upon this subject than Mr. Gardner, a singularly vigilant and active-looking man, having regard to the length and nature of his experience amongst the Chinese. He entered the Consular service in 1861, became Consul at Kiu-chow in 1877, acted as Consul-General in Korea, and was more recently at Amoy. "How," he was asked, "do you hope these reforms may be obtained?"

"Formerly," he replied, "we supposed that the Chinese would be swayed by the same arguments that bring conviction to our own minds; we supposed that, once we could persuade the Chinese governing classes that a certain course would be beneficial to their country, the difficulties in the way of that course being adopted would be done away with. Most of us are now aware that this supposition was an illusion. The Chinese governing classes are not swayed by the good of their country, but by thoughts of their personal interest. Of two things there can be no doubt; first, the existence of the fact; secondly, that in persuading the Chinese to a certain course we must bear this fact in mind, and modify our mode of argument accordingly. Take one point for example. Pressure, which is resented by the governing classes of most countries in the world, is often welcomed, and even sometimes solicited by the Chinese."

Mr. Gardner elaborated this point, and pressed home some ludicrous examples of the way in which the Chinese beg, pray, and entreat to be pressed he mentioned. He had been besought by Chinese witnesses to torture them before they gave evidence which would raise against them the enmity of the people injured by their evidence. If they only appeared to yield to the torture it would be all right. He had known them to refuse to save drowning people because of the idea that as there was always a certain number of ghosts of drowned persons the ghosts would bear them a grudge. So pressure had to be applied to save them. In one important instance a Viceroy said he could not yield if he was enabled to say that the British representative had threatened to blow up the place. So this fiction was permitted. Individual resentments were far more formidable to Chinese officials than to officials of other countries; by such resentment a Chinese official was not only exposed to the loss of place and fortune, never very secure, but his family and clan might be exposed to poverty and even personal outrage.

"To obtain these reforms," continued Mr. Gardner, "it will not only be necessary to put a certain amount of pressure on the officials of Peking and the provinces, but to secure such officials against the enmity of their own people. We shall also have to support them against the resentment of others, and perhaps even against the resentment of foreign Powers, who may press for exclusive advantage, or who may wish for the disintegration of the country. If the United States, as far as China is concerned, will throw in their lot with us, and will co-operate with us in putting the necessary pressure on China, and in guaranteeing that the officials shall not suffer by following the advice of the British and Americans, then we could probably go full steam ahead without waiting. If we were to wait for the course of reform would be slower. If Great Britain and the United States join together in the unselfish policy of insisting that China shall be well governed, so that China may become wealthy and prosperous and in a position to purchase the products of all nations, and on condition of such good government, will support the officials and the country from disintegration, it is probable most foreign Governments would acquiesce, and that none would resist the reforms, at least openly."

"But with regard to the policy of the open door" was hinted.

"The policy of the 'open door,' he said, "is not necessarily incompatible with that of 'spheres of influence.' To the whole Empire there should be the 'open door' through which the manufactures of all nations of the world should be allowed to enter on the same terms, and through which, also, on the same terms, the product of China should be allowed to go to all parts of the world. From province to province, from district to district, there should be open doors through which both foreign and native goods should pass freely. This would not militate against the subject of special powers being given in special localities, special railway and mining concessions. Such special localities may be called 'spheres of influence.' There is no great harm to be apprehended from China in consultation with Great Britain—the United States, Germany, Russia, France, and the other Powers specializing the localities in which she will grant railway and mining concessions to each of the various foreign Powers. In this connection it is highly desirable to induce the Chinese Government to inaugurate services on the lines of the Imperial Maritime Customs to administer and regulate railways, mines, manufactures, and agriculture—branches of trade, in fact, which might either be placed under the direct supervision of Customs, or which might be governed in the way the maritime customs is governed by independent inspectors, assisted by a cosmopolitan staff of natives and occidentals."

Some further interesting information was obtained in the course of interview. The soil of China is now known to be more, not less, fertile than was thought. Now that the whole of the country has been traversed it is known that it is remarkably fertile, and capable of producing all the vegetable products of which the world stands in need. It is remarkably free from desert tracts. Besides the supposed rich mineral wealth, there was supposed to be a few mines, but in almost every one of the provinces. Yet if a few mines

worked in primitive native fashion were accepted, the only work being done was at Kiating, and he went on, in fashion to make the glorifying capitalist's teeth water, "Iron exists all over the country. The hills of iron—Tieh-Kang-shan—between Kiating and Hankow is said to be the richest and most extensive iron field in the world. Gold is washed for in the river below Ichang, proving the existence of goldfields above that port; mercury, copper, tin, silver, lead, and other valuable minerals have been found in many of the provinces; at present they are unworked."

"And the way to tap these mighty resources?"

"Abolish the Ikin," Mr. Gardner repeated with emphasis, "and reform the administration. Let me say this to you: the people, having no confidence in their courts, fight their own wrongs, and indulge in clan fights, which are most inimical to trade and industry. These clan fights swell into brigandage and piracy; all over the country they lead to the destruction on small and large scale of growing crops and property. When these clan fights assume large proportions they are mentioned in newspapers; but it is the infinite number of small clan fights that pass unnoticed that do the greater mischief in sapping the wealth of the country. Close to Amoy clans have begged British subjects not to destroy the tigers in the neighbourhood, because the presence of these tigers intimidate hostile clans from devastating their sugar crops at night-time."

"Rather a strong attitude that?"

"Well, yes. When people are willing to entrust the tiger to do their police work—there is no hyperbole in what the Chinese say—that it is less dangerous to enter a tiger's den than a Chinese court of law."

"Then as to the present political situation in China?"

"Oh, thank you, I do not go into that."—*Pall Mall Gazette*.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Beck & Co., Leopold, E.  
Brooks, Captain J. S. Marti, A. B.  
Bingham, J. E. Metman, H.  
Barker, A. M. Mamedine, E.  
Baker, Miss Z. Marthens, A.  
Blum, M. Most, H. E. H.  
Blum, E. C. McRay, A. E.  
Buehmann, Mrs. E. MacDonald, Mrs. E.  
Bownan, W. Moane, G. H.  
Bingham, Mrs. McLeod, Mr. and Mrs.  
Borowick, J. T. McDaid, P.  
Breitag, Mrs. L. Martini, Sig.  
Bewick, P. M. Mitchell, J.  
Bowling, Miss. McCoy, J. P.  
Banderer, H. Maxwell, J. P.  
Boisard, H. McGilvray, D.  
Brown, E. D. Monsarrat, F. G.  
Baron, W. T. McClelland, Miss  
Brickendorff, A. Morris, R.  
Busch, Mrs. C. M. Nathan, Sons, N. P.  
Cohen, M. C. Niven, L.  
Caldwell, Miss. Odlin, U.  
Crawford, F. O. Poincill, C. H.  
Corg, G. Petschak, M.  
Chubb, A. Porusse, L. L.  
Camillo, C. Pantoch, T.  
Charoussot, P. Partridge, C.  
Colant, Miss M. Piemonge, T. F.  
Chanson, Mme. Pachey, Mons.  
Clemens, Mrs. J. Prynn, F. I.  
Cooke, D. Pelley, E. Le  
Clarke, S. J. Paulsen, Dr. A.  
Cowell, J. Piesse, C.  
Carson, G. Bower, Mrs. P.  
Crook, Miss H. C. Powell, H. G.  
Charles, W. D. Rotenberg, R.  
Canez, M. Reynolds, J.  
Cardwell, Mrs. H. R. Reyes, G.  
Duncan, Mrs. J. A. Rogers, Major A.  
Debeaux, R. Rouget, J.  
Dadre, Mons. Rotstein, B.  
Dubbess, A. Rutin, F.  
Dalton, E. C. Reiber, F.  
Dark Yeona, Mons. Riccardo, P.  
Dahl, L. Roberts, Mrs. D.  
Desso, D. Saunders, Fred.  
Eford, Mrs. C. Spallan, Miss A.  
Francis, Mr. Stallwood, E. E.  
Finnick, L. Saldanha, J. C.  
Ferdin, A. Stenon, J.  
Fondley, C. F. Stanley, J. W.  
Forster, R. C. H. Schusterman, V.  
Graham, Miss L. Sait Mian Ahdu  
Guerra, T. Karim Ah-  
Glasse, Mr. mohamed  
Gough, W. Strongfield, Sir M. K. Y.  
Gault, L. Sydney, W. A.  
Goetz, L. Spate, G.  
Goldstein, M. Steinhagen, Marie  
Goldberg, Miss B. Stone, Miss J.  
Gronnhagen, Mr. W. Steberg, Capt. T.  
Gohde, Mrs. G. Tromson, R.  
Hofstad, L. Tross, M. P.  
Harding, W. A. Taber, Miss H.  
Hart, Miss M. Thompson, C. H.  
Harvey, Mrs. C. Thompson, H.  
Hudson, Lt. A. K. Thomas, L. P.  
Heskel, S. B. Voebel, R.  
Heskel, W. H. C. Vernon, A.  
Hayes, Mr. Vaughan, J. D.  
Havitt, Maria. Willoughby, Capt. J. T.  
Hold, J. G. Wilkens, H.  
Hooper, A. F. Weismann, B.  
Howard, J. F. Watson, E. R.  
Hutton, S. F. White, J. B.  
Haimovitch, E. White, S. S.  
Hewitt, E. Whitelaw, W. R.  
Johnston, A. H. Williamson, R.  
Joseph, L. Wing Hill, R.  
Kunkel, M. Windrich, K.  
Kaimol, J. J. Well, R.  
Kyngdon, A. Young, G. W.  
Lock, H. S. Young & Lawson,  
Lambie, W. P. Messrs.  
Lawson, H. L. W. Zulani, F.

## List of Registered Covers in Poste Restante.

Bonnamy, P.  
Cooman, R.  
China, Bazar  
Cuvie, James  
Cameron, Wm.  
Crawford, J. R.  
Cunningham, A.  
Colman, Mrs. W. H.  
Chief Engineer (Long-  
kong Railway)  
Din, Mur  
Davies, Capt.  
Falkenick, S.  
Farman, Miss A.  
Freidman, M.  
Fook Sing & Co.  
Felix, Dr.  
Fakoz, D.  
Godanek, E.  
Gdansk, S. O.  
Harris, F.  
Hasketh, S. B. (2)  
Hasketh, W. W.  
Hall, G.  
Hopper, G. W.  
Israel, Elise  
Jorge, J. V.  
Jackson, Sergt. C.  
Karin, Abdul  
Kos-Sir, Fany  
Kalandar Khan

Khan, Mehta  
Legner, H. L.  
Lindsay, J. Buchanan

## List of Registered Covers for Merchant Ships.

S.S. Changsha ..... C. F. Moulle.  
S.S. Calcha ..... J. Williams.  
S.S. Formosa ..... T. E. Gill.  
S.S. Idomenus ..... H. Lunt.  
S.S. Looook ..... G. Menaus.  
S.S. Mongkut ..... James Roberts.  
S.S. Patong ..... W. R. Wigmore.  
S.S. Parang ..... Chief Engineer.  
S.S. Sarpedon ..... John Harris.  
S.S. Simla ..... W. Harriet.  
S.S. Tainan ..... Capt. Anderson.

## Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898. [135]

## NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an

EX-SCHOOLMASTER.

Terms moderate, for Particulars apply

to this Office.

Hongkong, 18th August, 1899. [1048a]

## CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood

and Stone against White Ants, Decay, Fungus

Rot and Dampness.

Sole Agents for China,

LUTGENS, EINSTMAN & Co.

Hongkong, 11th September, 1898. [10]

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prize at every Exhibition;

and for Voigtlander and Sohn's

Celebrated Opera Glasses,

MARINE GLASSES AND SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [40]

Relieves the scal-

ding pain at once

and

CURES

all discharges from

the genito-

urinary or-

gans in either

sex in

48 HOURS

Santal-Midy

is a specific

for

Cystitis

and pro-

statitis.

Rev. Dr. L. L. L.

Each tiny Capsule

bears the name

of

DR. RUE VIVIER, PARIS.

Relieves the scal-

ding pain at once

and

CURES

all discharges from

the genito-

urinary or-

gans in either

sex in

48 HOURS

Santal-Midy

is a specific

for

Cystitis

and pro-

statitis.

Rev. Dr. L. L. L.

Each tiny Capsule

bears the name

of

DR. RUE VIVIER, PARIS.

## Shipping.

## STEAMERS.

HONGKONG AND MANILA REGULAR

LINE OF STEAMERS.

FOR MANILA.

THE Steamship

"LECAZPI."

Captain A. Yribar, will be despatched as above

TO-MORROW, the 2nd instant, at Noon.

The Attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. The Vessel is fitted throughout with

Electric Light, and the First Class Saloon and

State-rooms are situated Amidship.

For Freight and Passage, apply to

LIZARRAGA HERMANOS,

No. 6, Beaconsfield Arcade.

Hongkong, 1st December, 1899. [1476a]

## INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain Davies, will be despatched as above

TO-MORROW, the 2nd instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 1st December, 1899. [1472a]

## CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship

"NANCHANG."

Captain Finlayson, will be despatched as above

TO-MORROW, the 2nd instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th November, 1899. [1449a]

## THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain K. Sobajima, will be despatched for the

above ports, on SUNDAY, the 3rd December,

at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 27th November, 1899. [1213a]

## CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"PAKHOTI."

Captain Williams, will be despatched as above

on MONDAY, the 4th December.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 28th November, 1899. [1480a]

## CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above

on MONDAY, the 4th December, at 4 P.M.

The Attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. The Vessel is fitted throughout with

Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th November, 1899. [1482a]

## EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SVENE' AND MELBOURNE.

(Calling at TISOR, PORT DARWIN & QUEEN-

SLAND PORTS, and taking through Cargo

to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)



## Intimations.

## MEE CHEUNG,

PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.

Is now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a speciality.  
Hongkong, 22nd September 1898. [45]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. L. SAKATA),  
DENTIST.No. 4, Queen's Road Central,  
Hongkong, 8th March, 1899. [18a]

## SIENTING,

SURGEON DENTIST,  
No. 10, D'AGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation free.

Hongkong, 27th September, 1898. [43]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbours—  
Russek, American ship, D. Whitmore—Stan-  
dard Oil Co.

## EXCHANGE.

Hongkong, 1st December.  
ON LONDON, Telegraphic Transfer, 1/11 7/16  
Bank Bills, on demand, 1/11 1/16  
Credits, 4 months' sight, 2/6 1/16  
On Dime, 4 months' sight, 2/6 1/16  
ON BRUNN, (demand) 2/6 1/16  
ON PARIS, Bank Bills, on demand, 2/6 1/16  
Credits, 4 months' sight, 2/6 1/16  
ON NEW YORK, Bank Bills, on demand, 4/8  
Credits, 30 days' sight, 4/8 1/2  
ON BOMBAY, Telegraphic Transfer, 1/4 1/2  
On demand, 1/4 1/2  
ON SHANGHAI, Telegraphic Transfer, 1/4 1/2  
Private, 30 days' sight, 7/2  
ON YOKOHAMA, T.T., 1/4 per cent. 1/4 1/2  
Sovereigns, Bank's Buying Rate, 1/4 1/2  
Gold Leaf too touch, per tael, 53 1/2  
Bar Silver, 53 1/2  
Dollars, 53 1/2 per cent. premium.

## VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aiken  
Mr. T. Amagawa  
Mrs. John Angus  
Mrs. Mrs. Atzenroth  
Dr. C. Bach  
Mr. W. S. Bailey  
Mr. B. J. Barge  
Mr. B. J. Barlow  
Mr. L. S. Beale  
Mr. Max Berol  
Mr. W. Berol  
Mr. W. Black  
Com. Blackburn, R.N.  
Mr. and Mrs. A. H.  
Bottenheim  
Mr. B. Branch  
Mr. J. W. Brown  
Mr. E. O. Brownlow  
Mr. C. Brusse  
Mr. A. Bune  
Mr. T. F. Burgdorf  
Mr. and Mrs. C. E.  
Dr. and Mrs. F. Clark  
Dr. B. J. Corner  
Mr. and Mrs. Sherman  
Clarke  
Mr. W. H. Clemesha  
Miss J. L. Cooper  
Miss Cunliffe  
Mr. P. C. Dentreche  
Mr. R. H. Douglas  
Miss Drum  
Mr. A. H. Ellis  
Mr. C. Engelbrecht  
Mr. W. H. Everett  
Mrs. Farrell and child  
Mrs. J. Finnlick  
Mr. W. F. Fickel  
Miss M. G. Gibson  
Comdr. F. D. Gilmour  
Capt. Goddard  
Major and Mrs. G. G.  
Mrs. Groves  
Mr. D. G. Guernier  
Mr. T. Guignard  
Mr. R. J. Hall  
Miss Hamilton  
Mr. Y. Hayakawa  
Staff-Surg. and Mrs.  
W. S. Home  
Mrs. Hopkins  
Mr. F. Howard  
Mr. E. Iselin  
Mrs. Jackson  
Major and Mrs. Jeffreys  
Mr. and Mrs. Joseph  
Mr. E. A. Katsch  
Mrs. J. L. Kilworth  
Mr. J. Kirkwood  
Madam Konorah  
Mr. E. A. Leggat  
Mr. L. A. Levy  
Mr. and Mrs. Lewis

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. and Mrs. F. E. All-  
husen  
Mr. Louis Bernadotte  
Mr. H. F. R. Brayne  
Mr. P. Bure  
Capt. Van Corbach  
Mr. G. H. Dunn  
Mr. and Mrs. W. H. T.  
Davis and child  
Mr. A. L. Denison  
Mr. P. Dow  
Colonel H. Elsdale  
Mr. J. S. Eakel  
Mr. J. S. Fleet  
Mr. A. Forbes  
Lt.-Col. A. R. Fraser  
Mr. H. H. Gompertz  
Colonel E. H. Gorges  
Mrs. Iburg  
Major G. R. St. John

Rev. F. Flynn, R.N.  
Mr. F. Johnston  
Mr. and Mrs. R. D.  
Ormsby  
Miss Ormsby  
Mr. and Mrs. Von der  
Pforden  
Miss Lillie Von der  
Pforden

## The Share Market.

## LATEST QUOTATIONS.

(December 1st.)

Companies.	Paid up Capital.	Latest quotation.
Hongkong & Shanghai Banking Corporation	\$125	350 % premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd. Founders' Do.	£ 1	\$20
	£ 8	\$30

Union Int. Society of Canton, Ltd.	£ 50	\$242
China Traders' Ins. Co., Ltd.	\$ 25	\$59
North China Ins. Co., Ltd.	£ 25	Tls. 190
Yangtze Ins. Assoc.	£ 60	\$121
Canton Ins. Office.	£ 50	\$121
Straits Ins. Co., Ltd.	£ 20	\$21

Hongkong Fire Ins. Co., Ltd.	£ 50	\$327
China Fire Ins. Co., Ltd.	£ 20	\$88 buyers

**Shipping.**

Hongkong, Canton, & Macao Steamship Co., Limited .....	\$ 15	\$30
Indo-China Steam Navigation Co., Ltd. ....	£ 10	\$88
China & Manilla S.S. Co., Ltd. ....	\$ 50	\$90
Douglas Steamship Co., Ltd. ....	\$ 50	\$47
China Mutual S. N. Co., Ltd. (Pref.) .....	£ 10	£9.15 buyers
China Mutual S. N. Co., Ltd. (Ord.) .....	£ 10	£9 buyers
China Mutual S. N. Co., Ltd. (Ord.) .....	£ 5	£5 buyers
Star Ferry Co., Ltd. ....	\$ 10	\$21
"Shell" Transport & Trading Co., Ltd. ....	£100	£230

Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$123
Luzon Sugar Refining Co., Ltd.	\$100	\$47
Mining.		
Punjom Mining Co., Ltd.	£ 6	\$81
Punjom Mining Preference Shares	£ 1	\$1.30
Société Française des Charbonnages du Tonkin	Fr. 250	\$300 buyers
Queen Mines, Ltd.	25 cts.	\$4.45
Jebleu Mining and Trading Co., Ltd.	£ 5	\$101
Ramb. Allan Gold Mining Co., Ltd.	15s. 10d.	\$61
Olivers' Freehold Mines, Ltd.	£ 5	\$80
Olivers' Freehold Mines, Ltd.	£ 43	\$6.75
Great Eastern & Canadian Gold Mining Co., Ltd.	£ 5	\$80.80
	£ 1	\$50 sellers

Docks, Wharves and Godowns.	
Hongkong & Whampoa Dock Co., Ltd.	\$125 325 %
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50 \$843
Wanchai Warehouse & Storage Co., Ltd.	\$ 371 345 buyers
New Amoy Dock Co., Ltd.	

Ld. ....	\$ 67 19
<b>Land, Hotels and Buildings.</b>	
China Provident Loan & Mortgage Co., Ld.	\$ 10 \$9 50
Hongkong Land In- vestment & Agency Co., Ld. ....	\$ 50 \$110
Kowloon Land and Building Co., Ld. ....	\$ 30 \$28
West Point Building Co., Ld. ....	\$ 50 \$29 1/2
Hongkong Hotel Co., Ld. ....	\$ 50 \$120
Humphrey's Estate & Finance Co., Ld. ....	\$ 10 \$9 1/2

Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	Tls. 100	Tls. 65
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 65
International Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 75
Song Cheong Cotton Spinning Co., Ltd.	Tls. 500	Tls. 350
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55

Green Island Cement Co., Ltd.	£ 10	\$27
China Portland Cement Co., Ltd.	£ 55	\$10
A. S. Watson & Co., Limited	£ 10	\$15.75 ex div.
Watkins, Limited	£ 10	\$10
Hongkong Electric Co., Limited	£ 10	\$101
Hongkong Electric Co., Limited	£ 2	\$3
Hongkong and China Gas Co., Ltd.	£ 10	\$130
Hongkong Rope Manufacturing Co., Ltd.	£ 50	\$190 buyers
Geo. Fenwick & Co., Ltd.	£ 25	\$42
H'kong Ice Co., Ltd.	£ 25	\$125
H'kong High Level Tramways Co., Ltd.	\$100	\$147
Dairy Farm Co., Ltd.	£ 6	\$86
Hongkong and China Bakery Co., Ltd.	£ 50	\$25
Campbell, Moore and Co., Ltd.	£ 10	\$15 buyers
Bell's Asbestos Eastern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Co., Ltd.	£ 2	\$2
United Asbestos Oriental Agency, Ltd.	£ 10	\$10
Carmichael & Co., Ltd.	£ 20	\$8
Tebrau Planting Co., Ltd.	£ 5	\$5 per share
Tebrau Planting Co., Ltd.	£ 5	\$5

BENJAMIN, KELLY & FORBES,  
Share Brokers.  
Telegraph Address—"Rialto."  
Telephone No. 143

## OPIUM QUOTATIONS.

Hongkong, 1st December.	
New Patna	895 per chest.
New Benares	872 1/2
New Malwa	870 per picul.
Old Malwa	910
Persian, paper tied	735

## VESSELS IN PORT.

Steamers.	
CHERYVIRA, British steamer, 2,467, J. T. Davies, 26th Nov.—Calcutta via Penang and Singapore 17th November, General—Jardine, Matheson & Co.	
CLARA, German steamer, 675, A. Hansen, 30th Nov.—Haiphong 26th Nov., Rice—Jensen & Co.	
DAPHNE, German steamer, 1,292, Th. Nissen, 17th Nov.—Kuchinow 12th Nov., Coal—Siemssen & Co.	
EQUATORIA, Belgian str., 1,236, W. Williams, 22nd Oct.—Swatow 21st Oct., Ballast—Lau, Wegener & Co.	
HAITAN, British steamer, 1,183, J. S. Roach, 19th Nov.—Foolchow and Amoy 18th Nov., General—Douglas, Laprak & Co.	
HATING, French str., 705, M. Jensen, 26th Nov.—Haiphong and Hoihow 25th Nov., General—A. R. Marry.	
HORNBOLD, German steamer, 2,039, H. Kirchner, 6th Nov.—Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov., General—Melchers & Co.	
HOLSTEN, German steamer, 685, M. Inland, 28th Nov.—Saigon 22nd Nov., Rice—Jensen & Co.	

HONGKONG MARU, Japanese steamer, 3,385, W. E. Filmer, 29th Nov.—San Francisco 1st Nov., Honolulu 8th, Yokohama 15th, Kobe 22nd, Nagasaki 24th, and Shanghai 27th, General—J. S. Van Buren.	
KYOTO MARU, Japanese steamer, 1,640, T. Sakurai, 28th Nov.—Moji 23rd Nov., Coal—Doddwell & Co.	
LADY JOCELYN, British steamer, 3,300, Cook, 26th Nov.—Moji 23rd Nov., Coal—Butterfield & Swire.	
LEGATZ, Spanish steamer, 583, D. Antonio Telbar, 20th Nov.—Manila 16th Nov., General—Order.	

MACHIEU, British steamer, 995, J. E. Farrell, 25th Nov.—Siam 15th Nov., and Swatow 24th, General—Butterfield & Swire.	
NANCHANG, British steamer, 1,098, E. Findlay, 20th Nov.—Canton 22nd Nov., General—Butterfield & Swire.	
PICCOLA, German steamer, 875, E. Schipper, 30th Nov.—Saigon 22nd Nov., Rice and Rice-flour—Siemssen & Co.	
QUEEN ADELARD, British steamer, 1,835, F. M. Mar, 28th Nov.—Shanghai 24th Nov., General—Doddwell & Co.	

SABINE RICKMERS, British steamer, 690, J. N. Nash, R.N.K., 26th Nov.—Swatow 25th Nov., General—Arnold, Karberg & Co.	
SARNIA, German steamer, 1,600, Fuchs, 30th Nov.—Hamburg 10th Oct., and Singapore 22nd Nov., General—Siemssen & Co.	
SISHAN, British steamer, 845, A. Jones, 28th Nov.—Kohsi-chang 18th Nov., Rice—Bradley & Co.	
SOCOTRA, British steamer, 3,896, Thos. H. Hyde, R.N.R., 28th Nov.—London 7th Oct., and Singapore 22nd Nov., General—P. & O. S. N. Co.	

QUEEN ADELAIDE, British steamer, 1,835, M. Mair, 28th Nov.—Shanghai 24th Nov. General.—Dodwell & Co.	
SABINE RICKMEYRS, British steamer, 669, J. Nasbet, R.N.R., 26th Nov.—Swatow 2 Nov.—General.—Arnhold, Karberg & C	
SARMIA, German steamer, 1,669, Fuchs, 3 Nov.—Hamburg 11th Oct., and Singap 22nd Nov., General.—Siemssen & Co.	
SISHAN, British steamer, 845, A. Jones, 2 Nov.—Koh-si-chang 18th Nov., Rice Bradley & Co.	
SOCOTRA, British steamer, 3,866, Thos.	

Sailing Vessels.	
ADOLPH OBRIG, American bark, 1,302, Armsbury, 17th Oct.—New York 5th May, Case Oil—Standard Oil Co.	
JOHN McDONALD, American ship, 1,128, Stern, 25th Nov.—New York 25th June, Oil—Standard Oil Co.	
MARY L. CUSHING, American bark, 1,540, Pendleton, 1st Oct.—New York 16th May, Case Oil—Order.	
REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.—New York 30th May, Case Oil—Standard Oil Co.	

SINLA, British 4-masted bark, 2,087, Huestis, 25th Aug.—Cebu and Philippine Islands 22nd Aug., Ballast—Order.	
ST. MARK, American ship, 1,801, D. W. Dudley, 7th Nov.—Manila 19th Oct., Ballast—Master.	
STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.—New York 20th May, Kerosine Oil—Standard Oil Co.	
WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept., Ballast—Mr. F. W. Hall.	

WEST YORK, British bark, 706, N. S. Faister, 9th Nov.—Albion, W.A. 4th July, Sandal Wood—Order.	
WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.—New York 7th May, and Rio Janeiro 11th July, Kerosine—Standard Oil Co.	

## HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, December 1st, 1899.	
Alacrity, despatch-vessel, 1,725 tons, 10-6 p.m. g.f. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.	
Algerine, sloop, 1,250 tons, 6 guns, 1,100 h.p., Comdr. E. W. Shade, Hongkong.	
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.	
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Hon. S. C. J. Colville, C.B., Hongkong.	
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Shanghai.	
Brisq, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, Shanghai.	
Centurion, 1st class battleship, 10,500 tons, 14 guns, 13,200 h.p., Captain J. R. Jellicoe, en route Singapore.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Winnington-Ingram, Haikow.	
Eudymion, British cruiser, 7,350 tons, Capt. G. A. Cullingham, Hongkong.	
Est, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, Ichang.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut. Com. W. J. Keyes, Hongkong.	
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.	
Handy, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., Hongkong.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.	
Hermione, 2nd class cruiser, 4,360 tons, 9,000 h.p., 18 guns, Capt. R. S. D. Cumming, en route Singapore.	
Hummer, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Hongkong.	
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Com. J. S. D. Davidson, Hongkong.	
Linnæus, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smyth, Wanchow.	
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.	

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. P. S. St. John, Manila.	
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, Wei-hai-wei.	
Placer, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. O. V. de M. C. Copper, Hongkong.	
Redpole, British gunboat, 805 tons, Capt. R. F. Haworth Booth, Hongkong.	
Sandpiper, British river gunboat, 2 guns, Lt. Comdr. Carr, on the West River.	
Swift, gun-vessel, 755 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.	
Tamar, reeling ship, 4,600 tons, Comdr. Powell, Hongkong.	
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. H. E. Hillman, on the West River.	
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Manila.	
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, Wei-hai-wei.	

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow.	
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 h.p., Lieut. Comdr. E. Kelly, Hongkong.	
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.	
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.	
Woodlark, British gunboat, 2 guns, 550 h.p., Lt. Comdr. R. A. Norton, on the Yangtze.	
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.	

Italian.	
Carlo Alberto, Italian cruiser, 7,000 tons, Capt. C. C. Shanghai.	
Etna, Italian cruiser, 3,530 tons, Capt. G. Giordano, Cheloo.	
Liguria, Italian cruiser, 4,500 tons, Captain Casella, Singapore.	
Piemonte, Italian cruiser, 2,800 tons, 12 guns, Captain Giuliani, Singapore.	
Stromboli, Italian cruiser, 4,000 tons, 36 guns, 6,252 h.p., Capt. C. Iregante, Hongkong.	

Miscellaneous.	
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.	
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Belceder, Manila.	

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.	
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.	
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskoff, at Nagasaki.	
Bobr, Russian gun-vessel, twin screw, 950 tons, 16 guns, 1,500 h.p., Captain Dobrowsky, at Nagasaki.	
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.	
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serberinikoff, at Nagasaki.	
Gromoslavsky, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhalshewsky, at Nagasaki.	
Koryetei, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.	
Maniloff, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.	
Nazarin, Russian battleship, 10,000 tons, 12 guns, 9,000 h.p., Captain Yenish, at Nagasaki.	
Nayadskii, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarin, at Nagasaki.	
Otawari, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Nagasaki.	
Panfiloff, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Nidermiller, at Nagasaki.	
Rossia, Russian armoured cruiser, 12,200 tons, 14 guns, 14,500 h.p., Capt. Demojoff, at Vladivostok.	
Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.	
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.	
Sissol Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Nagasaki.	
Sivuchskii, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubaitin, at Nagasaki.	
Vladimir Monachuk, Russian cruiser, 6,000 tons, 16 guns, Prince Onchutinsky, at Chemo.	
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.	
Vladik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogula, at Nagasaki.	
Zabinka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Nagasaki.	

## RUSSIAN TORPEDO FLOTILLA. (SEA GOING).

Borzo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.	
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.	
Sunaburg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.	
(1st and 2nd class.)	
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.	
Jungichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.	
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.	
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.	
Podoromsk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Slisk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Soatchina, Russian torpedo boat, 87 tons, 1 gun, 970 h.p., 10 knots.	
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
† Flagship of Vice-Admiral Alexieff.	
† Flagship of Rear-Admiral F. V. Dubossioff.	
† Flagship of Rear-Admiral Rensoff.	

## THE FRENCH SQUADRON.

	(SEA GOING.)
nd.	<i>Borzo</i> , 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 16 knots.
H.	<i>Revel</i> , 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes, 786 h.p., speed 22 knots.
P.	<i>Suvenborg</i> , 1st class, Russian torpedo boat, 105 tons, 3 guns, 2 torp tubes, 786 h.p., speed 19.7 knots.
H.	(1st and 2nd class.)
J.	<i>Forel</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
nt	<i>Jungticht</i> , Russian torpedo boat, 87 tons, 2 guns, 970 h.p., 19 knots.
18	<i>Nargis</i> , Russian torpedo boat, 85 tons, 4 guns, 2,200 h.p., 22 knots.
000	<i>Norovostik</i> , Russian torpedo boat, 87 tons, 2 guns, 2,900 h.p., 22 knots.
14	<i>Poderanich</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
ne,	<i>Sisik</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
P.	<i>Skorpion</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
G.	<i>Scotchanka</i> , Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
ns,	<i>Sterlad</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
60	<i>Strauss</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
es,	<i>Sunguri</i> , Russian torpedo boat, 140 tons, 2 guns, 1,800 h.p., 19 knots.
ns,	<i>Ussuri</i> , Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
260	† Flagship of Vice-Admiral Alexeieff.
000	* Flagship of Rear-Admiral F. V. Dubossarsky.
mg,	† Flagship of Rear-Admiral Reunoff.
	<b>THE FRENCH SQUADRON.</b>
nm.	<i>Bengali</i> , 2nd class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.
8	<i>D'Entrecasteaux</i> , 1st class cruiser, 4,444 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Kwang-chau-wan.
W.	<i>Descartes</i> , 2nd class, protected cruiser, 2,600 tons, 36 guns, 631 h.p., Captain. Philibert, at Haiphong.
H.	<i>Eure</i> , Dispatch-transport, Capt. Vallée, at Saigon.